

## FACT SHEET: DELRAY/ NITC BRIDGE TO CANADA



### Community Vision for the New International Trade Crossing—NITC

A new Delray Bridge to Canada can be an opportunity for the entire border region and the local community to create *truly win-win development*. This international project will have environmental justice impacts on the Delray community that is 69% minority and poor. The area is already host to the state's only oil refinery, a tri-county wastewater treatment plant, the state's largest rail yard, three major highways, and multiple heavy industries. Despite these challenges, Southwest Detroit is the most vibrant and diverse community in Detroit with a flourishing retail sector and strong neighborhood organizations.

Hundreds of residents and stakeholders formed a Community Benefits Coalition in support of a new publicly-owned bridge *with benefits* to the community for a sustainable development and better quality of life.

#### Impacts of the project

- location of a 160-acre customs plaza behind Southwestern High School
- 693 residents (257 dwellings) will be relocated
- 43 businesses and 5 churches will be relocated; 685 employees will be affected
- truck traffic is projected to increase 128% by 2035, increasing the amount of diesel emissions
- 50 trucks per peak hour drive on some residential streets, which could increase to 100 in peak hours

#### Potential Investments for Win-Win Development

The coalition supports a public bridge to provide greater safety, transparent public-oversight, and the ability to address impacts into the future. A Delray bridge would be a direct link to Canadian freeways which would reduce congestion and emissions for the region. However, emissions around the plaza will increase in the local neighborhood and air quality must be addressed for successful development that benefits all.

The community has been working with MDOT for over five years and created a vision for revitalization. With MDOT's assistance the community was awarded \$1.9-million in federal HOME funding to build 26 new houses in Delray, so relocating residents have the option of new, energy efficient homes at no cost to them. Residents are eager for this positive development in their gateway neighborhood.

More progress is needed. Proposed investments do not yet go far enough to address community impacts and provide for sustainable development. The community is seeking these investments for success:

**Jobs, training, and economic development:** Job training and guarantees for local hiring. A plan to attract logistics and supply-chain industry. Business retention and incubation strategies. Programs for English as a second language. Creation of a Tax-Credit Zone.

**Housing and sustainable neighborhood:** Fair compensation for homes acquired. Build affordable green replacement housing to allow all dislocated families who desire so to remain in the neighborhood. Legislation to address tax increases. Protect & improve remaining homes affected by the project. Designate new truck routes to improve quality of life. Improve and maintain roads, sidewalks, and lights.

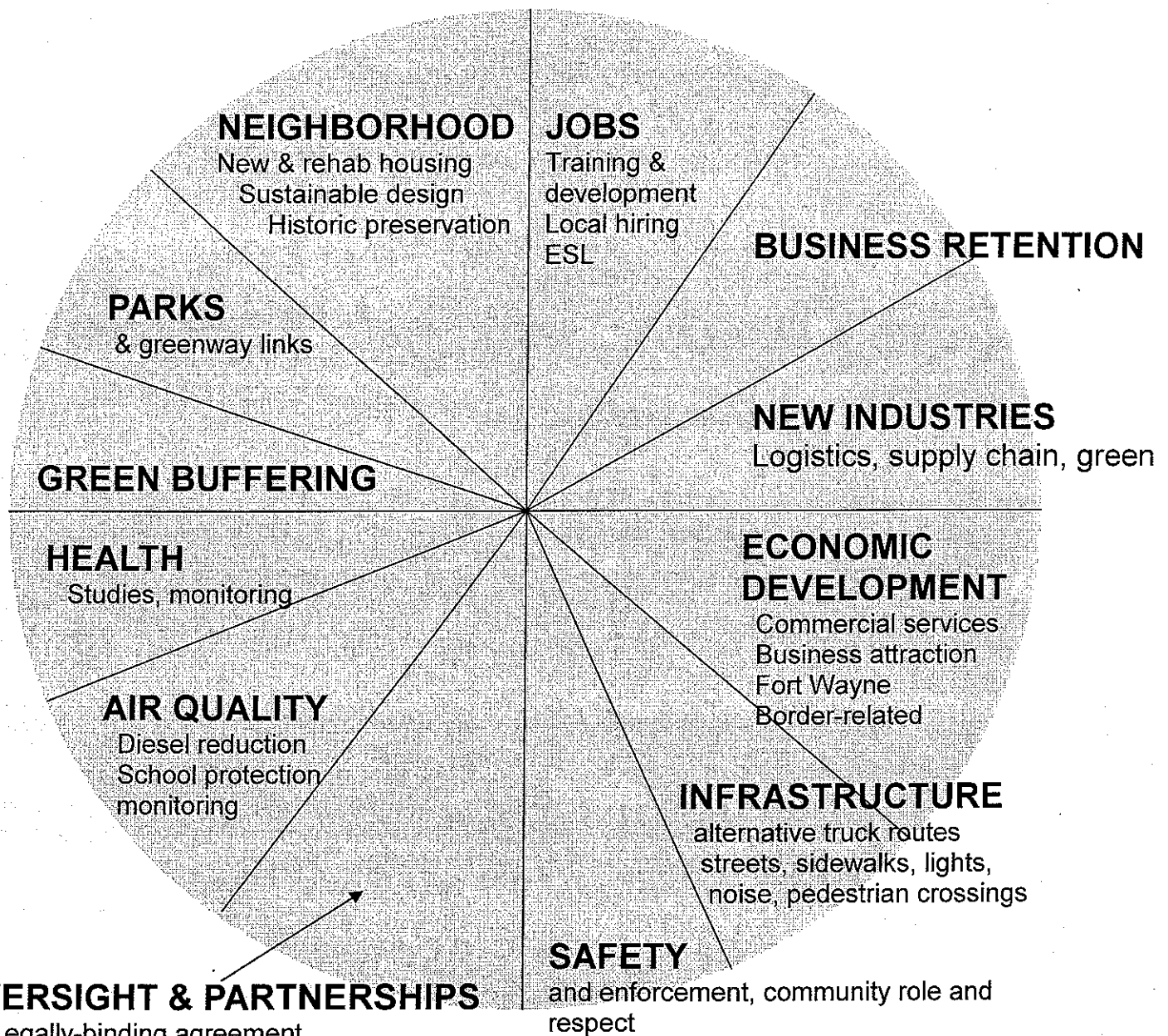
**Air quality and health:** Ongoing monitoring of air quality and health. Air filtration at nearby schools. Idle-reduction and diesel reduction programs for truck fleets crossing the border to reduce emissions exposure.

**Green development:** Create new Delray parks and green spaces to cleanse the air and link to riverfront. Incorporate alternative energy for a sustainable bridge and plaza.

**Governance and Sustainability:** Include community representation in bridge oversight. Provide a fraction of tolls for a fund to address concerns and sustainable development into the future.

For information: (313) 842-1961 • [www.delraycbc.org](http://www.delraycbc.org) • email: [cbc@delraycbc.org](mailto:cbc@delraycbc.org)

## New International Trade Crossing Community Benefit Areas



- Legally-binding agreement
- Long-term Community Fund (future mitigations)
- Partnership agreements
- Legislative issues—fair compensation, pop-up taxes, Border Tax Incentive Zone
- Community voice in bridge governance

## The Truth about Community Benefits

The community benefits model poses a new way of thinking about development. Many leaders learning about this approach for the first time have serious questions that need real answers. Read on for the most common myths about the community benefits approach, and the facts you need to make this model work for your community.

**MYTH:** *Insisting on community benefits drives away development.*

**Fact:** **Major projects with community benefits are being built across the country.**

Developers appreciate predictability in the development process. Knowing the City's and the community's expectations for a project at the outset makes it easier to put together a good deal. When CBA coalitions agree to support a development project, the developer and the City can feel confident that they have real community support, which minimizes the chances of surprises in public hearings over project approval.

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**MYTH:** *Our City never gives subsidies to developers, so we can't pursue CBAs.*

**Fact:** **Most cities use public resources to incentivize development.**

Development subsidies come in many forms. They may be direct — such as low-interest loans, free or low-cost land, or infrastructure improvements, or indirect — in the form of sacrificed tax revenues or increased property values as a result of zoning changes or height variances. These subsidies represent a local government's assets. Community benefits help ensure that your investment yields positive returns for taxpayers.

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**MYTH:** *It's not legal to ask developers to enter into CBAs.*

**Fact:** **Local governments and community coalitions do have the right to ask for community benefits when public resources are used, but elected officials should observe appropriate protocol.**

According to the Community Benefits Law Center,\* you should not require a developer to enter into a CBA with a particular organization in order to have a project approved. But, when the local government puts resources into a project, it is perfectly legitimate for officials to:

- Make clear that the degree of community support will be a factor in deciding whether to grant approvals for a project;
- Require community benefits in the development agreement and other documents that are part of the land use approval process;
- Inform the developer, government staff, and the public of factors that you will consider relevant in voting on discretionary approvals for the project;
- Facilitate CBA negotiations between the developer and coalition members.

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**MYTH:** *We shouldn't push for community benefits around job standards because in our community, any job is a good job.*

**Fact:** **Low-wage jobs do little to improve quality of life for workers and families.**

Leveraging development to increase quality jobs, expand training opportunities, and provide health care benefits to employees improves opportunities for workers and can transform the local economy, especially in communities with high poverty.

**MYTH:** CBAs end up costing the public more money.

**Fact:** Many benefits commonly included in CBAs don't cost anything, such as local hiring.

Developers often over-estimate the costs of other provisions. Research has shown that requiring a living wage, for example, has a minimal cost impact on the operations of retailers. Even in construction, labor makes up a small part of overall project costs, so increases in wages and benefits have a minimal impact on the bottom line. Moreover, many of these costs are offset by the time savings and quality improvements gained by using better trained and safer workers. Remember that the community benefits approach brings a greater return on the public's investment. Be sure to weigh the long-term benefits of raising up your community against up-front costs.

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**MYTH:** Citizens can comment on our City's development decisions, so we don't need CBAs.

**Fact:** CBAs make the community's values a priority in new development.

Communities rarely feel that they have sufficient input in development decisions. The CBA negotiation process includes workers and community members who are often excluded. CBAs don't just enhance participation — they give community members standing to make sure developers' commitments are enforced. A CBA generates community buy-in to a project. This means not only public support for development approval, but ongoing involvement in the agreement's implementation and the project's success.

...

**MYTH:** CBAs are just payoffs to keep special interest groups quiet.

**Fact:** Community coalitions are not special interests!

A true CBA results from negotiations between a broad coalition of community organizations and the developer of a project. A high-quality CBA does not simply give money to one organization, though it may designate funds for specific programs or community services. Instead, a good CBA spells out clear, measurable outcomes that ensure the project benefits the community.

**MYTH:** We don't need CBAs because the City already holds developers accountable in our development agreements.

**Fact:** CBAs give the community the power to monitor and enforce developers' commitments.

Development agreements typically outline the subsidies the government will contribute to a project, and may include information about the developer's plans, but they are often amended time and again as projects change. Community members can't be sure their concerns get addressed in every version, and they don't have the power to enforce the development agreements themselves. CBAs spell out specific commitments from developers and the community. They are legally binding, and often include problem-solving mechanisms and penalties for non-compliance. CBAs empower the community to help enforce community benefits promises.

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**MYTH:** Subsidized development always has positive outcomes, so we don't need community benefits.

**Fact:** Incentives alone do not ensure real gains for the community.

A Connecticut study found that companies that received development subsidies produced only 47% of the jobs they promised to create, effectively costing the state an average of \$54,271 per job.\* Developers expect their subsidy arrangements to be carefully documented. If the public invests in a project, the expected return on that investment should also be in a legally binding document. Community benefits ensure that public expenditures truly advance the community, rather than producing dead-end jobs that leave hard-working residents in poverty.

**THE PARTNERSHIP**  
for Working Families

\*For sources and more information, connect to the Community Benefits Leadership Network at The Partnership for Working Families:  
[www.communitybenefits.org](http://www.communitybenefits.org)

2525 West Alameda Avenue | Denver, CO 80219 | [www.communitybenefits.org](http://www.communitybenefits.org)

## What is a Community Benefits process?

**HB 4635** is part of the Border Accountability & Investment Bills that creates a community benefits process for a legally binding agreement for any new or future international border development in Michigan.

### What is a Community Benefits process?

A CBA, or Community Benefits Agreement, is a project-specific, negotiated agreement between a developer and a broad community coalition that outlines the project's contributions to the community and ensures community support for the project that CBAs are legally binding. The Community Benefits Agreement process creates is a win-win development that creates jobs and economic development and mitigates any negative impacts on the host community.

Michigan is home to three international border crossings. Development of our international border communities opens the door for tremendous opportunities for sustainable investments that will help revitalize our state and create jobs. For border developments to be a win-win for everyone involved, we must ensure accountability and investment for our communities and local businesses.

### Examples of Community Benefits:

**LAX CBA** (Los Angeles, CA): Negotiated in February 2005 by LAANE. This groundbreaking CBA was signed by a public entity, the Los Angeles Airports Authority, and includes over \$500 million worth of community benefits commitments tied to the airport expansion, including local hire guarantees and \$15-million for job training programs, noise protections for adjacent schools and residences, investment in technologies to reduce diesel pollution, and a health impact study.

**Dearborn Street CBA** (Seattle, WA): Negotiated in August 2008 by Puget Sound Sage, this agreement constructs 200 units of affordable housing, ensures prevailing wages for construction jobs and apprenticeship utilization, ensures retail space for small businesses, provides \$200,000 for traffic mitigation, \$800,000 for various community uses to be determined, and other benefits.

**Hill District CBA** (Pittsburgh, PA): Negotiated in August 2008 by Pittsburgh UNITED, this agreement sets out comprehensive community benefits as part of the publicly financed new Penguins Arena and ancillary development. Benefits include funding to encourage the establishment of a full service grocery store, a neutrality agreement for all permanent jobs as part of the development, a local hire requirement, and a multi-purpose family center.

**Oak to 9th CBA** (Oakland, CA): Negotiated in July 2006 by the Oak to 9th Community Benefits Coalition, this agreement achieved affordable housing and local hire commitments at the 64-acre waterfront site--the largest project since World War II. The CBA includes a pipeline for 300 Oakland residents to construction careers with an emphasis on local residents.

# Border Accountability and Investment Bi-partisan Package

Development of our international border communities opens the door for tremendous opportunities for sustainable investments that will help revitalize our state and create jobs. For border developments to be a win-win for everyone involved, we must **ensure accountability and investment** for our communities and local businesses.

These types of investments are not rare. Communities across the country have successfully guaranteed local investments with development projects. They have delivered local hiring guarantees, clean trucks programs to reduce impacts of diesel emissions, created economic development zones and neighborhood improvements to ensure that we support bridges to a healthy community.

The City of Port Huron received a number of community investments, including establishing tax relief for impacted businesses, received over a million dollars for an economic development study, and received a waiver in their local match requirement for road improvements. These were collectively called Bridge Accountability Bills, and they provide remedies for the impacts of a bridge plaza expansion.

The following bills will apply to all public international crossings and border communities:

**Border Investment District:** A bill that would create a border investment district around the impacted area of an international crossing. The purpose is to create an economic development area and direct various state departments to leverage resources that will foster job creation, strengthen housing opportunities, improve air quality and business investment.

**Condemnation Relief for Residents:** A bill that provides tax relief for homeowners who are displaced due to these types of transportation projects. This will create an incentive for those families that want to remain in Michigan. The bill passed the House with bipartisan support in 2010. **HB 4062-Geiss**

**Fostering Economic Development:** The bill would amend the Economic Development Corporations Act to qualify improvements that are made by the construction of an international bridge crossing that is constructed after 2010. This would help access resources and incentives for assembly of land and redevelopment opportunities.

**Business Incentives:** The bill would authorize the Michigan Strategic Fund (MSF) board to designate existing 25 renaissance zones for businesses located in border communities. This will provide incentives for businesses being displaced for projects to remain in the area and help attract new businesses. **HB 4737-Tlaib, SB-451 Hunter**

**Expenditure Reporting:** The bill would require the Michigan Department of Transportation to provide, at reasonable intervals, a written accounting of all expenditures related to the bridge construction, plaza expansion, interchange connections and other related expenditures with full explanations for any expenditure beyond those budgeted. - **Gilbert**

**Community Benefits Process:** A bill that would direct the Michigan Department of Transportation to create a community benefits process for all new bridge construction, expansion and related developments. This will guarantee public involvement and investment for job creation, business investment and improving public health. (This bill passed the House in 2010.) **HB 4635-Tlaib, SB 379-Young**

**Minimizing costs to Municipalities:** The bill would amend the Michigan Transportation Fund law to require the Michigan Department of Transportation to waive the cost of project to municipalities related to any public border crossing. Senator Gilbert passed the same bill for Blue Water Bridge that waived the local match requirement for the City of Port Huron. **HB 4636-Nathan, SB 372-Hood**



*"Building support for a large, mixed-use project in a disadvantaged neighborhood is a real challenge. The CBA we negotiated for the Hunters Point Shipyard provided crucial guarantees of affordable housing and local jobs, and showed a real commitment by the developer and the City to deliver the community benefits the neighborhood deserves. By bringing a coalition of labor and community groups to the table, the CBA process built trust, support, and credibility for this vital project."*

— GAVIN NEWSOM, Mayor of San Francisco

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## Why the Community Benefits Model Works

**Community benefits tools maximize returns on local government investments.** Development incentives are not enough to create high quality jobs, provide affordable housing, or spark community renewal. Community benefits tools leverage public investment to meet the needs that taxpayers have prioritized.

**Community benefits programs can transform regions through stronger, more equitable economies.** The community benefits model brings family-sustaining jobs to the urban core and private investment into underserved areas, links development to transit, and contributes to a range of public services.

**Community benefits help generate public support for economic development projects.** Community benefits advocates are pro-growth. The CBA negotiation process allows a broad cross-section of the community to weigh in on major developments. Once an agreement is achieved, the developer can feel confident that they have real community support for the project, easing the approvals process for everyone.

**The community benefits model works for developers too.** Developers like practices that reduce the uncertainties of the development process, such as having local governments' expectations articulated at the outset. Developers may initially balk at the prospect of community involvement, citing the need to satisfy their investors. But many community benefits — like a local hire program — add no additional costs and in fact add value to the end product. Developers who participate in a CBA negotiation often come away with an appreciation of how it improves the final project.

### **Delivering community benefits is smart business.**

Development that responds to real community needs inspires creative design, and attracts retail and residential tenants, as well as a high-quality workforce. The CBA process allows developers to generate advance excitement for projects.

**Community benefits agreements hold developers accountable for their promises.** Community benefits tools are accountability mechanisms that specify measurable outcomes. CBAs impose consequences for failing to meet stated objectives (e.g., number of jobs created, or units of affordable housing built).

**Public input results in better projects that benefit the whole community.** The CBA negotiation process allows a broad range of community concerns to be heard and addressed before projects are approved by the City. When residents' values are prioritized, the resulting project is a welcome addition to their community.

**Community benefits are part of a smart growth agenda.** A community benefits program can make development truly sustainable by ensuring environmental integrity, economic viability, and social equity.

**Voters support community benefits.** Polls show voters believe the community benefits model of development improves cities. Wisely leveraging public resources links middle-class taxpayers' priorities to those of needy households.

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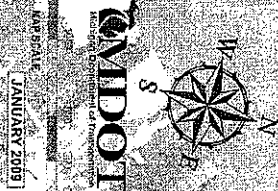
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**Figure 2**  
**Selected Alternative**  
**Detroit River International Crossing Study**





# THE ECONOMIC ALLIANCE FOR MICHIGAN

*The Statewide Business-Labor Coalition*

## Co-Chairs:

**Cindy Estrada,**  
Vice President  
International Union, UAW  
**Mark T. Gaffney**  
President  
Michigan State AFL-CIO  
**Sharon Miller**  
President  
ITH Staffing  
**Jean C. Rose,**  
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Resources, General Motors

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**David Robinson**  
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Joint Council No. 43  
**Patrick Devlin**  
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Executive Chairman  
Ford Motor Company  
**Robert T. King**  
President  
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**Gary B. Kushner**  
President  
Kushner & Company  
**Sergio Marchionne**  
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Chrysler Group LLC.  
**Edward E. Whitacre, Jr.**  
Chairman  
General Motors Company  
**Dennis E. Williams**  
Secretary-Treasurer  
International Union, UAW

## Secretary:

**Ron Bieber**  
National Director  
Community Action Program  
International Union, UAW

## Treasurer:

**Gary B. Kushner**  
President  
Kushner & Company

## Founding Co-Chairs:

**Irving J. Bluestone**  
Retired Vice President  
International Union, UAW  
(1917-2007)  
**Fred G. Secrest**  
Retired Exec. Vice President  
Ford Motor Company

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**James M. Roche,**  
Former Chair & CEO  
General Motors Corporation  
(1906-2004)

## President:

**Bret Jackson**

## Vice-President:

**Dennis McCafferty**

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Website : [www.eamonline.org](http://www.eamonline.org) • E-mail: [EconomicAlliance@EAMonline.org](mailto:EconomicAlliance@EAMonline.org)

June 6<sup>th</sup>, 2011

Dear Legislator,

The news over the past week had a strong focus on the Governor's intention to pass legislation to build The New International Trade Crossing (NITC). As the Legislature debates the merits of Senate Bills 410 and 411, we want you to know that The Economic Alliance for Michigan **supports** the NITC project and any necessary enabling legislation that is required to allow the state to enter into a Private Public Partnership for the bridge project. We also support requirements for community benefits.

EAM is just one of the many business, labor, community and governmental bodies supporting this important project. We hope as these bills come before you for a vote, you will support them and be a part of a historic endeavor that will help rebuild our economy by increasing trade for our businesses and creating short-term and long-term jobs for our workers.

Please feel free to contact us with any questions or concerns you may have.

Sincerely,

Bret Jackson  
President

Sarah Roberts  
Legislative Director

\*Attached is a list of our members





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## OVERVIEW OF THE ECONOMIC ALLIANCE FOR MICHIGAN (EAM)

*Companies and Unions Working Together  
to Improve the Business and Jobs Climate*

**Mission Statement:** In 1982, The Economic Alliance for Michigan was founded as a private non-profit corporation by companies and unions in the for-profit sector. The objective was to establish a forum for working together on those Michigan business and jobs issues on which they agree. EAM focuses on cooperative, action-oriented endeavors to improve the reality and image of Michigan as a place to do business and be employed.

**Who are the Members?** Primarily for-profit companies and labor organizations representing workers at for-profit businesses. Corporate members are large and small companies from many different economic sectors. Union members include most major segments of Michigan's labor movement.

**How is The Economic Alliance Financed?** EAM is funded by its business and labor members.

## Operating Principles:

- Focus on ways to constrain costs for employers and help them be more competitive, and promote equity and job opportunities for workers.
- Select issues of high importance to most members, on which EAM is likely to make a significant difference due to its unique role as a business-labor coalition, and when Board consensus is likely.
- Assure EAM consensus on all policy positions by requiring 3/4<sup>th</sup> vote of the Directors present and voting on an issue. As nearly as possible, the Board is comprised of an equal number of corporate CEOs and top union officials.
- Develop policy positions through deliberative, fact-based internal committee process.
- To facilitate work with all perspectives, EAM is independent of government and political parties.
- As appropriate, convene coalitions broader than its own members to secure greater consensus on key issues.





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*The Statewide Business-Labor Coalition*

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**THE ECONOMIC ALLIANCE FOR MICHIGAN OFFICERS**  
*(about half business, half union leaders plus EAM President)*

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**Cindy Estrada**, Vice President, International Union, UAW

**Mark T. Gaffney**, President, Michigan State AFL-CIO

**Sharon Miller**, President, ITH Staffing Solutions

**Jean C. Rose**, Executive Director, Human Resources, General Motors Company

**Vice-Chairs:**

**Tina Abbott**, Secretary-Treasurer, Michigan State AFL-CIO

**David Robinson**, President, Michigan Teamsters Joint Council 43

**Patrick Devlin**, CEO, Michigan Building & Construction Trades Council

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**Robert T. King**, President, International Union, UAW

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**Secretary:**

**Ron Bieber**, National Director, Community Action Program,  
International Union, UAW

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**Staff Officers:**

**President: Bret Jackson**

**Vice-President – Health Policy: Dennis McCafferty**





## THE ECONOMIC ALLIANCE FOR MICHIGAN BOARD OF DIRECTORS

(about half business and half labor, plus EAM President)

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**Nexteer:** Robert J. Remenar, President/CEO

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**Meijer:** Mark Murray, President

**On-Line Technologies:** Gary E. Baker, Founder

**Project Leadership:** Patrick Keyes, President

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Executive Director - Human Resources, GM

**Alan E. Schwartz**

Director, Various Companies

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#### **AFL-CIO, Michigan State**

Mark T. Gaffney  
President

#### **AFL-CIO, Michigan State**

Tina Abbott  
Secretary-Treasurer

#### **Machinists**

Karl Heim  
International Representative

#### **Michigan Building Trades Council**

Patrick Devlin, CEO

#### **SEIU Health Care – Michigan**

Marge Faville, RN  
President

#### **Steelworkers**

Michael Bolton  
Director, District 2

#### **Teamsters Michigan Joint Council 43**

David Robinson  
President

#### **Teamsters Michigan Joint Council 43**

Nina Bugbee  
Legislative Director

#### **UNITE-HERE – Michigan**

Joseph Daugherty, State Director

#### **Utility Workers**

Patrick Dillon  
Michigan State Council President

#### **U A W**

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Dennis E. Williams, Secretary-Treasurer

Joseph Ashton, Vice President

Cindy Estrada, Vice-President

General Holiefield, Vice President

James Settles, Vice President

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Region 1A: Rory Gamble

Region 1C: Norwood Jewell

Region 1D: Gerald E. Kariem

##### Community Action Program

Ron Bieber, National Director

## **Detroit-Windsor Truck Ferry**

### **Statement from Gregg Ward, Vice President**

ward.gregg@gmail.com

#### **Presented on behalf of Gregg Ward by the Southwest Detroit Community Benefits Coalition, September 28, 2011**

A message from one of our local businesses, the Detroit-Windsor Truck Ferry:

*"In Delray for over 20 years, the Detroit-Windsor Truck Ferry operates an important border crossing for trucks.*

*We clearly see the NITC project as vital to the safety, security and future economic growth of Detroit, Michigan and the United States. The Detroit-Windsor border is an engine for the national economy with 30% of all US trade crossing to Canada. With the critical role played by the border, it is incumbent upon the Senate to support the construction of this equally critical infrastructure project.*

*We must also ensure that existing residents and businesses are protected and encouraged to remain active in the community during and following construction of this new border crossing.*

*The proposed Community Benefits legislation introduced by Rep. Tlaib and Sen. Young (HB 4635 and SB379) will encourage positive and proactive investments in the community, thereby leveraging the original investment in NITC so as to protect residents as well as attract more businesses and investment into the area.*

*Senators are urged to enthusiastically support the New International Trade Crossing and safeguards necessary to protect existing residents and business. Thank you."*



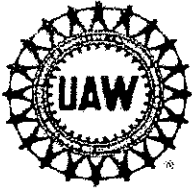
**United States Congressman**  
**Hansen Clark**  
**Detroit, Michigan District 13**

**Statement to the Michigan Senate Economic Development Committee**

**September 28, 2011**

I strongly support the construction of the New International Trade Crossing (NITC) so long as vigorous measures are taken to protect and compensate any communities in Southwest Detroit that might be adversely affected by the project. In increasing the volume of trade between the United States and Canada, the NITC will improve countless livelihoods in Metro Detroit. Estimates show that building the new crossing would result in up to 10,000 new construction jobs in the coming years and up to 25,000 jobs across various fields in the long run. Nonetheless, we must work to provide nearby residents with protection and relief from increased noise and air pollution as well as to fairly compensate the small number of residents and businesses who will need to relocate as a result of the construction. No Detroit resident will be forgotten as we undertake this crucial job-creating project.





INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA - UAW

BOB KING, PRESIDENT

DENNIS D. WILLIAMS, SECRETARY-TREASURER

VICE-PRESIDENTS: JOE ASHTON • CINDY ESTRADA • GENERAL HOLIEFIELD • JIMMY SETTLES

June 14, 2011

RE: Supporting New International Trade Crossing with Community Benefits Process

Dear House Transportation Committee Members,

Michigan has a tremendous opportunity in building the New International Trade Crossing (NITC), not only to create 10,000 construction jobs and put our skilled trades brothers and sisters to work, but to pave the way for more economic activity by improving our country's busiest border crossing.

However, this over \$5-billion US-Canada NITC project investment can't be a truly win-win development without a community benefits process that ensures local investments that will address impacts brought on by the development. This will lead to more permanent jobs and the creation of new economic activities that attract new businesses.

State Representative Rashida Tlaib (District 12) and State Senator Coleman Young II (District 1) have introduced bills calling for a "Community Benefits Agreement," as part of a Bridge Investment & Accountability Bills Package. The legislation will not only ensure the creation of permanent jobs, economic development and help create a vibrant host community, but it will be a model example of responsible development that will better serve Michigan's citizens and communities that sacrifice for us all.

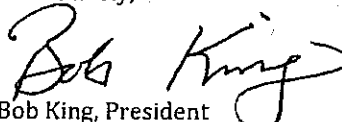
Our building trades and other labor affiliates are working to guarantee the success of these Bridge Investment and Accountability Bills. The bills would create a legally-binding agreement for:

- Job training and local hiring access programs
- Replacement housing for dislocated residents
- Home improvement funds and environmental clean-up to address impacts
- Programs to reduce diesel pollution from over 10,000 trucks per day

Each of these programs would create jobs in our region and create a healthy community. This community investment approach is a positive departure from the "tax-break" development that has not guaranteed jobs or better communities. This new approach is having successes around the country in LA, Pittsburgh, Milwaukee, Atlanta, and elsewhere.

I urge your support of this initiative. Please contact your representatives to ask their support for NITC with Community Benefits and Bridge Accountability Bills--to create more living wage jobs and healthy communities.

In solidarity,

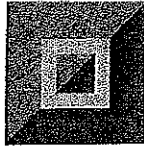
  
Bob King, President  
International Union, UAW

BK:lh/opei494

cc: Rep. Rashida Tlaib







**SOUTHWEST DETROIT**  
BUSINESS ASSOCIATION

September 27, 2011

Senators of the Economic Development Committee  
Michigan Senate  
Michigan Capitol Building  
Lansing, Michigan 48909

Honorable Senators:

We are writing to support the development and construction of the New International Trade Crossing (NITC), and the Community Benefits legislation introduced by State Representative Rashida Tlaib.

We believe that the state of Michigan needs to protect its trade with its largest trading partner, the country of Canada, and a second span at the location proposed for the NITC is the preferred site of the Canadian Government.

The Canadian government---local, provincial and national---has clearly indicated the NITC as its site preference, and a bridge may not be constructed across the Detroit River without Canadian concurrence.


The Canadian government has agreed to finance the construction of the Michigan portion of this international border crossing, with the debt repaid with tolls. Should the tolls not cover the obligation, the Canadian government has agreed to assume responsibility for the difference between tolls and the debt service.

According to the U.S. Department of Transportation, the dollars committed by the Canadian government for the NITC may be used as the match necessary to leverage the federal transportation dollars for the state of Michigan's statewide projects for more than two years' match.

The investment will make Michigan and the Midwest region competitive for trade for the next 50 years.

Therefore, please accept this letter as our support for the NITC and the Community Benefits legislation. The community benefits legislation compensates those immediately impacted negatively by the construction of this major development.

Sincerely,

  
Kathleen H. Wendler  
President

7752 WEST VERNOR HIGHWAY DETROIT, MI 48209-1516  
T313 842 0986 F313 842 6350 [WWW.SOUTHWESTDETROIT.COM](http://WWW.SOUTHWESTDETROIT.COM)

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*Membership/Supporters (partial listing)*

Apollo Alliance  
DAC 1  
Blue Green Alliance  
Bridging Communities  
Church of the Messiah  
Detroiters Working For Environmental Justice (DWEJ)  
East MI Environmental Action Council  
Glassworkers 357  
Greater Corktown Development Corp  
Henry Ford CC  
House of Prayer and Praise  
Houses in the Hood, LLC  
HDFW 55  
Interfaith Worker Justice  
Ironworkers 25  
MOC 324  
Jobs with Justice  
LAANE (Los Angeles Alliance for New Economy)  
Laborers 191  
Metro Detroit AFL-CIO  
Michigan Building/Construction Trades Council/Greater  
Detroit Building Trades Council  
Michigan Suburbs Alliance  
MOSES  
MPMG, LLC  
NEW Light Rail Coalition  
Painters ILC 22  
Pipefitters 636  
RBC Michigan  
Sheet Metal Workers Local #80  
Sierra Club  
SNW 80  
Southwest Detroit Community Benefits Coalition  
Southwest Detroit Development Collaborative (SDDC)  
Southwest Detroit Environmental Vision (SDEV)  
Spectrum Group Technologies  
Sugar Law Center For Social And Economic Justice  
Teamsters Joint Council 43  
The Green Door Initiative  
UA 95  
UA Sprinkler fitters 704  
UAW 600  
UC Berkeley Research  
UCFW  
U-M Law School, Urban Communities  
U-M Urban Planning  
Unité HERE  
United Way Of Southeastern Michigan  
Vanguard Community Development Corporation  
WARA Training/SENERO  
Warren-Connor Development  
Wayne State University Labor Studies Center  
Young Detroit Builders

September 27, 2011

RE: Supporting Community Benefits Agreements (CBAs) for New International Riverfront Crossing (NITC)

Dear Senate Economic Development Committee Members:

Michigan has a tremendous opportunity in building the New International Riverfront Crossing (NITC), not only with the 10,000+ jobs that will be created but also in the increased economic activity that will be generated by improving our country's busiest international border crossing. This \$5 billion project US-Canada project, however, cannot be a "win-win" development translating into millions of investment dollars without a community benefits agreement process that addresses the impacts brought on by the development.

Doing Development Differently in Detroit (D4) is a coalition of labor, community, environmental, faith-based and business groups that believe there is no necessary conflict between economic growth, good jobs and healthy and sustainable communities. A critical economic development tool for D4 is the Community Benefits Agreement (CBA); a legally binding contract that spells out the commitments a developer makes to mitigate the burden of a project on its host community. These agreements help foster support for proposed projects and facilitate speedier, less expensive completion.

Working collaboratively, D4 members and other stakeholders have outlined a working blueprint for advancing equitable economic development that will create good jobs while ensuring a healthy, safe environment for communities throughout metro Detroit. We are prepared to help negotiate local job training and apprenticeships, wage requirements and first source hiring while addressing environmental impacts through various mitigation strategies. The NITC project is both an economic driver and a community resource as it will be predominantly funded, constructed, and operated by the public sector, directly or through franchise to a private entity, thus providing a clear link to promoting public benefits.

State Representative Rashida Tlaib (District 12) and State Senator Coleman Young II (District 1) have introduced bills calling for a CBA to be included in a Bridge Investment & Accountability Bills Package. This legislation will support the creation of permanent jobs, expanded economic development while creating a vibrant host

community. At the same time, it can serve as a model for responsible economic development that will better serve Michigan's citizens and communities. **We urge your support for the New International Riverfront Crossing with Community Benefits Agreements and Accountability bills. Let's build a bridge to a healthy community.**

Sincerely,

Kristine B. Miranne  
Co-Chair, Transportation Work Group

Venus R. Chapman  
Facilitator

Dear Sir,

10/10/1919

I have the pleasure to acknowledge the receipt of your letter of the 10th inst. in relation to the above matter. The same has been forwarded to the proper authorities for their consideration. I am sorry to hear that you are having trouble with your eyes. I hope they will soon be better.

Very truly yours,  
J. H. [Name]

I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result.

Very truly yours,  
J. H. [Name]

I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result.

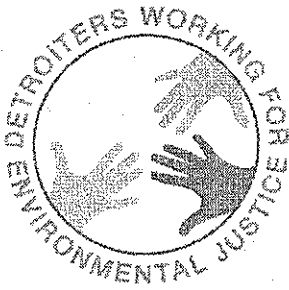
Very truly yours,  
J. H. [Name]

I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result.

Very truly yours,  
J. H. [Name]

I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result. I am sure that you will be satisfied with the result.

Very truly yours,  
J. H. [Name]



4750 Woodward Ave.  
Detroit, MI 48201  
313-833-3935 phone/ 313-833-3955 fax  
www.dwej.org

September 28, 2011

To: Senators of the Economic Development Committee  
Re: Hearing on SB 411  
From: Guy Williams, President

I am the President and CEO of Detroiters Working for Environmental Justice (DWEJ). We are a non-profit organization based in Detroit. DWEJ was founded in 1994 to empower individuals, communities and community organizations in Southeast Michigan to educate, advocate and organize for cleaner, healthier communities and environments.

I provide this statement in support of Community Benefits bills SB 379 and HB 4635 to be combined with legislation for the New International Trade Crossing.

Detroiters Working for Environmental Justice supports the application of community benefits agreements in situations where there is strong evidence that communities face the potential of significant harm by a proposed project.

The proposed International Bridge is such a significant project.

Although the Record of Decision made an attempt to clarify how disproportionately high, adverse effects on the target community will be addressed, Detroiters Working for Environmental Justice contends that the measures suggested as remedies do not go far enough.

DWEJ recommends the use of innovative yet proven technologies that go beyond a "minimalistic" approach to the situation. This project is purported to have tremendous upside economic value for the state. If this is true, then the project is worthy of investments that will make it exemplary in every way.

It is common knowledge the current Clean Air Act provisions are not fully protective of human health, especially in that they give no allowance for addressing the overlap of multiple sources of pollution, commonly referred to as cumulative impacts.

The boundaries of the Study Area include several of the largest sources of pollutants in the region, e.g. Marathon Oil's refinery, the Detroit Water and Sewerage Department wastewater treatment plant and sludge incinerators, I-75 and facilities on Zug Island to name a few.

DWEJ would like to see strategies put in place that will allow for real-time monitoring of air quality, harness Michigan-made technology for reducing diesel truck emissions, and institute variable pricing structures that reward clean truck traffic.

We find the list of mitigation and enhancements to address environmental justice concerns in the Record of Decision woefully inadequate and not all commensurate with the potential harm of the project.

Passage of Community Benefits legislation with NITC will help ensure that the project meets all of its goals. In other words, the bridge will bring vitality to the host community as well as the rest of the State.



# City of Detroit

CITY COUNCIL

CHARLES PUGH  
COUNCIL PRESIDENT

June 15, 2011

***RE: Supporting New International Trade Crossing with Community Benefits Process***

Dear Members of the House Transportation Committee,

I am writing to fully support the New International Trade Crossing. It is without question that the city of Detroit is at a critical moment. Our citizens need work. Our economy needs to grow. I believe that the NITC will be a tremendous boon to our local, regional and state economies in both the near and short term. Detroiters will absolutely benefit from the 10,000 construction jobs. The redevelopment activity is sorely needed in the Southwest region of our city as well. Most of all I believe that we can accelerate the growth of our economy by concentrating investment in our core economic strengths, one of those is trade. The NITC is needed so that the Detroit-Windsor border crossing remains competitive with other US-Canadian border crossing. The construction of the NITC is also critical to realizing the shared vision of making the Detroit region a global hub for international commerce.

That said the true promise of the NITC can never be realized without the full support and engagement of the citizens who will be immediately impacted by the construction activity. State Representative Rashida Tlaib (District 12) and State Senator Coleman Young II (District 1) have introduced bills calling for a "Community Benefits Agreement" to be a part of the Bridge Investment & Accountability legislation. The Community Benefits Agreement is a proven model for responsible development and will ensure that investment in communities can occur alongside investment in industry.

I urge your support for this legislative initiative. Investment is key to the prosperity of state. Not only do we have a duty to invest in our infrastructure, but we also have a moral obligation to invest in the wellness of our citizens.

Respectfully Yours,

A handwritten signature in cursive script that reads "Charles Pugh".

Charles Pugh  
Council President



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Mary Serowoky, Nurse Practitioner  
Southwestern Health Center  
313-843-1398  
Fax 313-843-1438  
[mserowol@hfhs.org](mailto:mserowol@hfhs.org)

**Statement to the Michigan Senate Economic Development Committee**

For: Hearing on SB411, New International Trade Crossing

Re: Health Challenges to the SW Detroit Community

My name is Mary Serowoky and I am the nurse practitioner at the Southwestern High School Teen Health Center. The health center is a primary care clinic within the school building. We provide services to adolescents from the ages of 10-21. The youth that we care for either attend Southwestern High School or live in the neighboring community. I have been the nurse practitioner here for 3 years. I have worked in school health centers for approximately 7 of the last 10 years.

The health challenges in Southwest Detroit are numerous. Today I would like to specifically address the impact of pollution and poor air quality. We have seen a steady increase in the numbers of visits to manage and treat asthma here at the health center. Asthma care comprises about 6% of our total visits. The percentage of students that report having asthma has steadily increased over the last 3 years, from 13% up to now 17%. Asthma impacts quality of life in various ways. Children struggle to breathe. They and their parents are fearful. Children and parents miss school and work because of asthma exacerbations. Teens who have uncontrolled asthma cannot exercise to their recommended capacity, which also limits their ability to lose weight if they are obese.

There are multiple things that can be done to improve the environment that has negatively impacted the health of our children. At a bare minimum, we need good air filtration systems in our schools and homes. We need to attack diesel emission problems at their source by limiting idling. We must design and enforce truck routes that minimize the exposure of community residents to fumes and pollutants. Any proposed infrastructure changes to southwest Detroit must include improvements that support the ability of residents to walk, bike, or gather in a clean, safe, visually pleasing environment

Mary Serowoky NP



Personal statement of Victor Abia, resident of southwest Detroit

Provided for hearings on Community Benefits legislation related to the New International Trade Crossing

Subject: Asthma

Submitted September 28, 2011

My name is Victor Abia and I am a resident of Southwest Detroit. For the past 12.5 years I have lived on West Grand Boulevard, two blocks from the current border crossing, and adjacent to the recent Gateway construction project. Presently, the Gateway remains uncompleted after many years and trucks continue to line up on the street near my house to access the customs border crossing. I am X years old and recently married, and concerned about health issues created, in part, by the circumstances created by the border crossing and ongoing dispute about the completion of the Gateway project.

I was diagnosed with asthma as an adult, approximately three years ago. Since then I have regularly been taking Advair, with an emergency inhaler as needed. I try to stay active athletically through sports and working out, but almost always need to use the emergency inhaler before exercising or it becomes too difficult to breathe deeply when needed. I quickly lose my breath simply walking upstairs or long distances or through minor exertion. One flight of stairs will cause me to become short of breath but not seriously enough to hamper my every day activities, thank goodness. However, combined with allergies, it is a constant presence and does affect me daily in some way, at the very least as an inconvenience. However, I am grateful to have medical insurance which covers the Advair (I do have a serious co-pay however), though it is not cheap and lower income individuals would have difficulty purchasing, especially anyone lacking insurance—an added cost of “being poor.” Looking back, I strongly feel the poor air quality created by all the industry in Southwest Detroit, the existing border crossing, the nearby highways (I-75, I-96, and even I-94), and local truck traffic—as well as the construction during the Gateway Project-- has contributed to my diagnosis.



TO: Michigan Senate Economic Development Committee

Re: Hearing on SB 411, New International Trade Crossing, September 28, 2011

**Testimony on Health impacts of air pollution in Southwest Detroit**

Dr. Toby Lewis  
University of Michigan  
[tobyl@med.umich.edu](mailto:tobyl@med.umich.edu)

There is increasing concern about the health impact of traffic-related air pollution, particularly for vulnerable populations, such as children, the elderly, and people with underlying health conditions such as asthma. Recently, the non-profit Health Effect Institute convened an expert Panel on the Health Effects of Traffic-Related Air Pollution to evaluate the growing number of scientific studies linking motor vehicle emissions to health. Some of the key conclusions of the panel were:

- "Based on a synthesis of the best available evidence, the Panel identified an exposure zone within a range of up to 300-500m from a major road as the area most highly affected by traffic emissions...
- "...the evidence is sufficient to support a causal relationship between exposure to traffic-related air pollution and exacerbation of asthma. It also found suggestive evidence of a causal relationship with onset of childhood asthma, nonasthma respiratory symptoms, impaired lung function, total and cardiovascular mortality, and cardiovascular morbidity...
- " In light of the large number of people residing within 300 to 500 m of major roads, the Panel concludes that the sufficient and suggestive evidence for these health outcomes indicates that exposures to traffic-related pollution are likely to be of public health concern and deserve public attention.

HEI Panel on the Health Effects of Traffic-Related Air Pollution. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report 17. Executive Summary, p 10. The full report is available at [www.healtheffects.org](http://www.healtheffects.org)

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To: Senate Economic Development Committee

For: Hearing on (SB 411)New International Trade Crossing, September 28, 2011

**Stuart Batterman, Ph.D.**

**University of Michigan**

Professor, Department of Environmental Health Sciences, School of Public Health  
Professor, Department of Civil & Environmental Engineering, College of Engineering  
Director, Center for Occupational Health and Safety Engineering

**Re: Testimony regarding health impacts of roadway pollutants**

We examined all of the unscheduled asthma visits to hospitals among children making Medicaid claims that occurred in Detroit from 2004 through 2006, which totaled about 13,000 visits by about 8,000 children. More children had unscheduled visits, due to an asthma attack or other asthma-related event, on days when concentrations of particulate matter were elevated. These association was seen for concentrations as low as 11 to 13 micrograms per cubic meter, well below the current regulatory standard of 35. We also saw statistically significant evidence of higher risk of asthma exacerbation among children who lived within close to major roadways (within about 250 m), compared to those living further away, again based on increased numbers of unscheduled visits in the Detroit Medicaid population. These results, which have been recently published or accepted in peer-reviewed journals, are comparable to findings published elsewhere. They demonstrate that children with asthma are affected by roadway pollutants, even at low concentrations.

References can be read into the record or provided to the hearing reporter.

S Li, S Batterman, E Wasilevich, H Elasaad, R Wahl, B Mukherjee. "Asthma exacerbation and proximity of residence to major roads: a population-based matched case-control study among the pediatric Medicaid population in Detroit, Michigan." Environmental Health, Accepted, April 2011.

S. Li, S. Batterman, E. Wasilevich, R. Wahl, J. Wirth, F.C. Su, B. Mukherjee. "Association of Ambient Air Pollutants with Daily Asthma Emergency Department Visits and Hospital Admissions among the Pediatric Medicaid Population in Detroit: Time-Series and Time-Stratified Case-Crossover Analyses with Threshold Effects," American Journal of Epidemiology. Accepted. April. 2011.

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## Editorial: Local communities deserve benefits from bridge project

Jun 15, 2011

So-called community benefits agreements have become commonplace in large public works projects, especially in urban neighborhoods. It's easy to see why. Too often, the benefits of construction projects have been promised to low-income communities that never see them. They get the pollution and traffic; people outside the neighborhood get the jobs and reap the benefits.

A bill introduced by state Rep. Rashida Tlaib, D-Detroit, would help make sure that doesn't happen in Michigan, at least not on international crossing projects. It requires a community benefits agreement for the New International Trade Crossing (NITC) in southwest Detroit's Delray community. Tlaib's bill would also apply to any new international border crossing development in Michigan.

Legislators should approve the bill. It's a reasonable plan to ensure that communities derive certain benefits from the projects they host and continue to support them. Such a measure would have likely avoided the contentious relationship between southwest Detroit and the Ambassador Bridge. Ideally, Tlaib's proposal should become part of more comprehensive legislation enabling the NITC project to move forward.

Tlaib's bill would require the project's contractor, developer or concessionaire to approve a community benefits agreement with a nonprofit organization representing the community. (In Delray, the Community Benefits Coalition would likely negotiate on behalf of the community.) The resulting agreement would cover job opportunities; monitoring of noise, vibration and air quality; truck routes that minimize residential impact; job training and education for neighborhood residents; and a plan to preserve and create parks and green space. The agreement would also guarantee adequate housing opportunities for the nearly 700 residents expected to be displaced by NITC.

Similar community benefits agreements have already worked around the country. In Los Angeles, for example, the Los Angeles Airports Authority in 2005 signed an agreement tied to the airport expansion that included guarantees for local hiring, \$15 million for job training programs, and noise protections for adjacent schools and residents.

Community benefits agreements can make large projects more predictable for developers, cities and communities -- while helping all of them prosper.

## **Snyder tells Delray community new bridge will bring benefits**

4:55 PM, Jul. 26, 2011

BY JOHN GALLAGHER

DETROIT FREE PRESS BUSINESS WRITER

Gov. Rick Snyder pledged today that a new government-sponsored bridge to Canada would include multiple benefits for the residents of the hard-hit Delray district in Southwest Detroit.

Marked by poverty, dumped trash, numerous vacant lots and boarded up buildings, Delray is the district where the Snyder-backed New International Trade Crossing bridge would land on the Detroit side. Community leaders led by state Rep. Rashida Tlaib, who represents the district in Lansing, accompanied Snyder this afternoon on a bus tour of Delray and lobbied him for a community-benefits agreement as part of the NITC project.

Snyder promised that there would be such a benefits package, although there were no specifics about what it might include. Among other issues, Tlaib and other community leaders have asked for better traffic controls to lessen air pollution in Delray.

"It's a great opportunity to start that dialogue," Snyder told reporters during one stop on the tour, "to give me an opportunity to learn more about the wonderful people in this area, and then to step back to say, 'How can we partner together?'" He called Delray "a community of good people trying to raise their families and succeed."

Legislation to create a public authority to build the NITC bridge failed in the state legislature last year but lawmakers are expected to take it up again in September after their summer recess. Snyder said he's using the time in between to build a case among citizens for the new bridge.

"It's about creating more and better jobs," Snyder told reporters. "It's about keeping our kids here, and having a good quality of life."

Contact John Gallagher: 313-222-5173 [orgallagher99@freepress.com](mailto:orgallagher99@freepress.com).

<http://www.freep.com/article/20110726/BUSINESS06/110726062/Snyder-tells-Delray-community-new-bridge-will-bring-benefits?odyssey=tab%7Ctopnews%7Ctext%7CFRONTPAGE>

July 27, 2011

<http://detroitnews.com/article/20110727/METRO/107270339>

## Snyder tours proposed site of New International Trade Crossing bridge Governor tours proposed site of public span, touts benefits

*PAUL EGAN/ Detroit News Lansing Bureau*

Detroit — Gov. Rick Snyder promised a new bridge across the Detroit River would bring jobs and other benefits to southwest Detroit as he toured the Delray area Tuesday.

Snyder continued to push his plans for the New International Trade Crossing to Canada in the face of opposition from many Republican lawmakers and Ambassador Bridge owner Manuel "Matty" Moroun.

If a public authority to oversee the bridge project is approved by the Legislature in a vote expected this fall, a "community benefits" package for residents and businesses in Delray, where the new bridge would be, is supposed to be part of the deal.

"It's about keeping our kids here and having a good quality of life," Snyder said during a break in the tour to talk to the media.

"We can create more and better jobs for Detroit as part of this."

The bridge is to be publicly owned but privately built and operated. Canada has offered to front Michigan \$550 million to cover the state's share of the nearly \$4 billion project. Moroun has said he wants to use private money to build a second bridge beside the Ambassador. GOP lawmakers also prefer a privately-funded approach.

Sharon Castellanos, who lives in Delray with her three young children, said she supports the public bridge as long as the project includes improvements for her family.

"We're going to be right under it," she said. "We'd like to see green space and no more abandoned buildings," and "we'd like to see a store."

State Rep. Rashida Tlaib, D-Detroit, who was part of the tour, said she wants improved air quality to also be part of the package, the details and value of which are still to be negotiated.

Moroun and his family have donated hundreds of thousands of dollars to state politicians over the past two years and gave at least another \$55,500 to political action committees associated with state lawmakers over the past three months, according to reports filed Monday with the secretary of state.

It isn't known how much the Moroun family has given to politicians' campaign committees this year, because those reports are not due until early next year.

Earlier Tuesday, Snyder spoke at Henry Ford Museum of the debt owed to U.S. troops.

"Each and every day we need to take the opportunity to say, 'Thank you,'" he said as the Spirit of Liberty Foundation's "Crossing of America" tour stopped in Dearborn to raise money and support for soldiers and their families.

*pegan@detroitnews.com*

(517) 371-3660

*Staff Writer Tom Greenwood contributed.*

MIRS July 27, 2011

#### **Snyder Tours Proposed Bridge Neighborhood**

(DETROIT) -- Gov. Rick **SNYDER**, Rep. Rashida **TLAIB** (D-Detroit), Sen. Coleman **YOUNG II** (D-Detroit), and members of the Southwest Detroit Community Benefits Association toured Detroit's Delray neighborhood today to continue what Snyder called "a community dialogue" on the proposed New International Trade Crossing (NITC).

The focus of Snyder's visit centered around "community benefits," essentially what the Delray neighborhood would get in exchange for being the site of the proposed Windsor-Detroit bridge. Snyder didn't give specifics on what a community benefits package would look like, but did say he wanted the neighborhood to be a "welcome gate into Michigan."

Last month, Dick **MORRIS**, a contractor for the Ambassador Bridge, released a poll in which community benefits were defined as "swimming pools," "community centers" and "golf courses," all paid through toll revenues (See "Swimming Pools? How About Clean Air," 6/15/11).

Community members from this struggling Detroit neighborhood have stressed that they are more interested in clean air and less traffic than such elaborate perks.

Snyder didn't mention any of the three when pressed by reporters.

"One of the opportunities today is to have a dialogue with the community leaders about what community benefits could be important, as far as sustaining the community and having it grow, flourish and do well and really be a gateway into our state," Snyder said during a tour stop to talk with media.

Tlaib noted the changes already being made in the Delray neighborhood, including emergency demolitions.

"I've never seen this many city workers on Jefferson in . . . probably since I've been elected, so you can come here any time, any day," she said to Snyder.

She said the once vibrant, beautiful community of Delray has turned into one that "definitely needs some tender, loving care."

The dialogue between government leaders and community members is meant to help ensure NITC is a "win-win development," she said.

"We have seen, over and over again, in the Delray community and in the broader southwest Detroit community, development that has gone wrong, that has left residents literally feet away from development," Tlaib said.

Snyder said he is working with Tlaib, community leaders, state leaders and federal officials to make sure the project is done in a "thoughtful, responsible way."

Asked whether he had recently met with Canadian officials to discuss the possibility of Canada contributing more funds to the project, Snyder said Michigan and Canada continue to have a good partnership.

"In many respects their offer to help participate in terms of helping fund the investments on this side of the river is huge," he said.

The \$550 million being offered by Canada toward the project is a great opportunity for Michigan to use the dollars for matching funds, he said.

Asked about Ambassador Bridge owner Matty **MOROUN** and his resistance to NITC, Snyder said, "I've never been anti-Ambassador Bridge."

"I can appreciate where they're coming from, but it's important we get the facts out there and let free enterprise work," he said.

News

## **DETROIT: Legislators, Delray community members discuss impact of DRIC (with video)**

Tuesday, January 25, 2011

By Jim Kasuba

DETROIT — Make no mistake about it.

If the Detroit River International Crossing becomes a reality, its impact will be widespread. But no area, at least on this side of the U.S. border with Canada, will feel it more than the Delray section of southwest Detroit.

On Monday afternoon, community members gave a tour of the proposed bridge site to state legislators, who saw firsthand concerns Delray residents are expressing.

A second bridge across the Detroit River between Michigan and Ontario has been on the drawing board for years, but only recently has been brought to the forefront of the public's attention.

The proposed bridge drew headlines last week after Gov. Rick Snyder declared his strong support for it in his first State of the State address.

"Building this bridge is vital to creating a thriving Detroit and a thriving Michigan," said Delray resident Scott Brines, president of the Community Benefits Coalition.

"But we must do it the right way and assure accountability to the community to address impacts and create a welcoming, safe and healthy border community for all."

The tour began at the Delray Neighborhood House, where state Rep. Rashida Tlaib (D-

Detroit), whose district covers part of the project area, told her fellow legislators that even though there are aspects of the proposal that residents don't like, "You can't always say, 'No, no.'"

Instead, she said, Delray residents have come up with a vision. They are hoping that Snyder and Detroit Mayor Dave Bing will work with them on issues such as new housing for residents who will be displaced, job development and training, air-quality programs and controlling the flow of truck traffic.

"We have to make sure our community of Delray is protected," Tlaib said. "We are at the tipping point. Just a little more could decimate this community more than it already is."

Brines presented a slide show summarizing a list of "broken promises" that have led to Delray's decline over the years. The community is surrounded by smokestack industries; long-abandoned hazardous junk piles; vacant, dilapidated houses; and heavy truck traffic.

But as bleak as it might appear to outsiders, Brines and other community leaders spoke about the hope of a brighter future, of residents who take pride in their houses and their community and who refuse to move, despite the challenges that face the area.

The Community Benefits Coalition has identified several areas of concern with the DRIC project, including:

- A 160-acre customs plaza and widening of I-75 will displace 257 households, 43 businesses and five churches.

- Four overpasses will close, further cutting off the community and the Community Health and Social Services center. The CHASS clinic has been serving area residents for 40 years.

- Constant noise and vibration from trucks.

- Diesel exhaust from idling trucks. The traffic is predicted to increase by 128 percent by 2035.

Brines said Delray has accepted the bridge project in the hopes and expectations that it will improve conditions in the community.

Leaders of the Community Benefits Coalition believe the DRIC project will result in the long-overdue cleaning up of hazardous areas and contaminated property. They also hope to build on existing businesses that are attracted to the border. In particular, they are optimistic about long-term jobs in logistics.

Group members are excited about a \$1.9 million grant that will allow for 26 new energy-efficient houses for residents who want to stay in Delray.

They emphasized the need for buffers between residential areas with other uses; greenways to connect the community to the waterfront; and pocket parks that can improve the quality of life.

In his slideshow presentation before the tour, Brines pointed to the Blue Water Bridge, which links Port Huron and Sarnia, Ontario, as a good example of how a bridge can allow river access to the community.

Serving as one of the tour guides on a small bus filled with lawmakers, Tlaib jokingly referred to a statement made by one of her colleagues in Lansing that Delray residents were asking for a swimming pool in every backyard.

Nothing could be further from the truth, she said. They just want their issues addressed — issues concerning public safety, as well as their health, welfare and quality of life.

Two Downriver lawmakers are playing a big

role in the DRIC legislation. State Rep. Douglas Geiss (D-Taylor) reintroduced legislation to authorize its construction.

"I'm proud to get the process of approving DRIC moving again so we can create tens of thousands of jobs for Michigan workers," he said. "It was disappointing to see this important legislation die last year in the Senate, so I was very glad to hear Gov. Snyder call this week for quick bipartisan action."

State Sen. Hoon-Yung Hopgood (D-Taylor) sponsored legislation in the Senate that would get the project off the ground and put people to work on it.

"This project is critical to our state's economic growth and, most importantly, will help Michigan residents get back to work," he said.

The Canadian government has offered to pay up to \$550 million to cover Michigan's cost to build the bridge.

This agreement mirrors the agreement to build the Blue Water Bridge. The United States paid for that bridge, and Canada's offer to cover the DRIC investment is being viewed in the same spirit of cooperation. Canada will be repaid, as Michigan was, through tolls collected from bridge users.

Hopgood arrived late to the tour, but didn't miss out. He received a private tour from Delray advocate John Nagy.

"This was one of the best opportunities I've had to talk to some of the people in the community," Hopgood said. "They are taking lemons to make lemonade."

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## **Lt. Governor Brian Calley states case for the NITC bridge at Detroit City Council**

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By **Jeff T. Wattrick** | [MLive.com](http://MLive.com)

Lt. Governor Brian Calley called the Detroit-Windsor border crossing the "worst bottleneck in the entire Pan American freeway system" Thursday afternoon during a presentation to the Detroit City Council about the planned New International Trade Crossing (NITC) bridge.

"You could go from Montreal to Mexico City without hitting a stop light," said Calley. "But you can't go from I-75 to the 401 in Canada without hitting 18 or 19 stoplights. This is the worst bottleneck in the entire system. A freeway-to-freeway connection is absolutely essential for efficient trade."

Governor Rick Snyder briefly joined the meeting by phone, telling Council that the NITC project is an opportunity for the state to build a partnership with city government.

Calley said the new bridge is essential because, while the 2008 economic meltdown decreased trade and truck traffic, trade between the two nations has rebounded and continues to increase. He said truck traffic between the U.S. and Canada is estimated to triple over the next 30 years.

Calley also one in eight southeast Michigan jobs and one in seven west Michigan jobs are directly connected to trade with Canada, which totaled more than \$64 billion in 2010. Canada is the United States' biggest trading partner.

Calley was joined at Council by Canadian Consular-General Roy Norton and state Rep. Rashida Talib (D-Detroit). Both Norton and Talib spoke in favor of the NITC.

Norton said the new bridge is Canada's most important infrastructure project because the Detroit-Windsor border is so critical to both nations' economies. He added that the Ambassador Bridge "bottleneck" creates supply chain delays that increase Chrysler's costs by roughly \$700 per vehicle.

"Two million U.S. jobs depend on everything working right every day at that bridge," he said.

Their argument yesterday wasn't all that new to anyone following the NITC/DRIC debate. A new bridge not only adds extra lanes of traffic, but freeway-to-freeway access and greater capacity for Customs and other border functions. Norton says the Windsor's proposed NITC plaza would be ten times the size of the existing Ambassador Bridge plaza.

Both Calley and Norton addressed issues raised by the Matty Moroun-owned Detroit International Bridge Company, which operates the Ambassador Bridge and opposes the NITC.

Norton said the DIBC's plan to "twin" the Ambassador has not received any necessary approvals to move forward, noting the NITC's environmental impact study

took five years to complete and DIBC has only submitted paperwork to begin that process in the last few months.

Calley also disputed DIBC claims that toll revenue wasn't sufficient to pay for the NITC bridge's costs.

"What they say is the Windsor-Essex Freeway improvements of about \$1.4 billion, they include that in their computations and act like that would be the responsibility of the bridge to pay for a Canadian freeway project," he said. "That's not true. That would be like us saying, the bridge has to pay for I-75."

Almost to a one, Councilmembers expressed support for the project but wanted assurances Detroit residents would benefit from the project with opportunities to work on the construction project and bid for contracts.

Calley responded to those concerns by calling the bridge one part of larger commitment by the state to redevelop southwest Detroit. He said the concessionaire's agreement for bridge's construction will be negotiated to provide appropriate community benefits.

"I don't want us moving forward on this project unless it's acceptable to Rashia [Talib] and the entire [Southwest Detroit] Community Benefits Coalition," said Calley.

The Community Benefits Coalition is an umbrella organization for southwest Detroit groups advocating to ensure their community is accommodated by the NITC project, including job training for local residents, addressing environmental and quality of life concerns relating to truck traffic, and what they termed a "win-win" process for moving the some 500 Delray residents who would be relocated by the project. Representatives from the Coalition also spoke in support of the NITC.

City Council is preparing a resolution in support of the NITC bridge, provided the project ensures community concerns are addressed. The previous Council had passed a resolution supporting an earlier plan to build the NITC bridge, then known as the Detroit River International Crossing.

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